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USSR WATER TRANSPORT RESULTS FOR 1953; PLANS FOR 1954

WATER TRANSPORT PLANTS FOR 1954 -- Moscow, Morskoy i Rechnoy Flot, No 2, Feb 54

In 1954, the amount of freight carried by the maritime and river fleets will be increased by 8.3 percent in tons and 11.1 percent in ton-kilometers over 1953 levels. Freight turnover in the river fleet is to increase by 11.5 percent in 1954 and in the maritime fleet, by 12.3 percent.

The Pechora, Volga-Don, and Lena steamship lines will play an important role in freight transport during 1954. Of special importance is the expected increase in freight shipment in the maritime steamship companies of the Far East.

The 1954 plan includes a considerable increase in consumer goods shipments, which will place increased demands on the small-tonnage fleet.

Combined rail-water shipments are to be increased 13.6 percent over the 1953 level.

Hydroelectric projects on the Volga, Kama, and other rivers will change navigation conditions and make it possible for workers on these rivers to increase the volume of water transport.

During 1954, the industries of the Ministry of Maritime and River Fleet will build new types of ships for the transport of consumer goods. Small-tonnage self-propelled barges are being built for the first time with dead-weight tonnages from 60 to 400 tons. In order to increase passenger service three times over 1953 levels, the production of passenger landing stages is being increased so that passengers may be handled at more river points.

Towing by the barge-pushing method is to double during 1954.

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Loading and unloading operations are to increase 8.4 percent in 1954 as the quantity of mechanical cargo handling equipment is increased at ports and wharves. At present, 92.6 percent of all cargo is mechanically handled in the ministry as a whole: 91.1 percent in river ports, and 94 percent in maritime ports.

In 1954 as compared to 1953, the industrial enterprises of the ministry are to increase their gross production by 10.5 percent, shipbuilding and ship repair enterprises, by 7.9 percent, and lumbering enterprises, by 62.3 percent.

In 1954, the cost of river transport is to be lowered an average of 8 percent, the cost of working cargo in river ports, 7 percent, and the cost of maritime transport and maritime port cargo working, 7 percent.

Moscow, Komsomol'skaya Pravda, 31 Dec 53

The Ministry of Maritime and River Fleet is studying measures to increase the shipment of freight to kolkhozes, sovkhozes, and MIS in the area of the Volga, Kama, Oka, Vyatka, Vetluga, and other rivers of the central basin.

More than 100 additional ships will be assigned to the steamship lines of the Volga-Kama basin in 1954, a significant part of them for navigation on shallow rivers.

Over 90 new shipping points will be equipped, and numerous new cargo-passenger lines will be opened connecting such points as Kuybyshev and Saratov, Astrakhan' and Molotov, and Bannovka and Ilovatka.

In order to improve the service to kolkhozes in the Tatarskaya ASSR and in Molotovskaya Oblast, the number of trips will be increased on the Molotov-Yelovo and Kazan'-Tikhaye Gory lines.

The total shipment of agricultural products, machinery, fertilizer, and consumer goods is to increase in the Volga-Kama basin by 35-40 percent in comparison with past navigation seasons.

USSR PRODUCES NEW SHIPS AND WATER TRANSPORT FACILITIES -- Vil'nyus, Sovetskaya Litva, 9 Jan 54

The ship repair yards of the Volga Freight and Passenger Steamship Line are beginning construction of a fleet of small diesel vessels to carry consumer goods on shallow rivers.

Construction of a fleet of passenger cutters for service on the small rivers of the Udmurtskaya ASSR and on the Ural River is continuing.

Moscow, Vodnyy Transport, 16 Jan 54

During 1953, the river fleet received 20 milk carriers, 7 of which will operate with the Moscow-Oka Steamship Line transporting milk from Moskovskaya and Ryazanskaya oblasts.

Vil'nyus, Sovetskaya Litva, 20 Dec 53

In 1949, the Kaunas Ship Repair Yard (Neman River Steamship Line) began production of the first 150-horsepower diesel tugs with a shallow draft. These vessels were eventually put into series production and, after certain modifications, have proved very successful.

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In 1949, the yard began production of Moskvish-type passenger ships and, by 1952, the Neman Steamship Line had eight of these vessels.

The government of the Lithuanian SSR put before the steamship line the task of building a ship similar to the Moskvich type but more suitable for shallow-water operations. On 1 May 1953, the Kaunas Ship Repair Yard launched two shallow-draft passenger vessels in accordance with the specifications of the government. The work of these diesel ships on the Vil'nyus-Verki line during the 1953 navigation season testifies to their effectiveness.

The yard is producing similar vessels and, in 1954, six or seven diesel vessels of this type will be operating in the Neman basin. This means that passenger lines can be opened from Kaunas to Alitus, Kaunas to Prenay, and elsewhere. Ships of this type are also being produced by the Sukhona Steamship Line at Vologda, by the Dnepr Steamship Line at Kiev, and by others.

The Kaunas yard is now building a steam passenger vessel. The ship will have first- and second-class cabins, a salon, a dining room, showers, and other facilities for passengers. A powerful dredge has been built for fairway improvement, and floating cranes are being built to speed up cargo-working operations.

Vil'nyus, Sovetskaya Litva, 17 Dec 53

The Batumi Ship Repair Yard has begun production of comfortable passenger cutters. Each of these craft has accommodations for 30 passengers and has two salons and a buffet. The hulls have already been completed for five ships, which are to serve on Black Sea resort excursion lines.

Tbilisi, Zarya Vostoka, 17 Dec 53

The Strel'ninskaya Shipyard in Leningrad has pioneered in the construction of ships with bakelite-wood veneer. The yard is building lifeboats, pilot boats, and sea-going tugs with this material. Series production of the pilot boats is being started.

Moscow, Pravda, 29 Mar 54

Heavy construction work is being carried out along the Lena River at the port of Osetrovo. A considerable number of port facilities and warehouses have already been built, and equipment is now being installed.

Alma-Ata, Kazakhstanskaya Pravda, 12 Dec 53

The Ural Steamship Line has received a powerful, new suction dredge. It will be used primarily to deepen the channel between Ural'sk and Inder, a distance of 527 kilometers.

Petrozavodsk, Leninskoye Znamya, 13 Dec 53

Trial: have been completed on a new motor fishing boat designed for coastal fishing.

The vessel is a lister type [concave, plow-shaped bow] with a 40-horsepower engine which powers it at 14 kilometers per hour. The net spreading and recovery gear and the cargo hold are in the stern of the ship, the engine room and the wheelhouse are amidships, and the heated crew's quarters are in the bow.

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A steel ice jacket on the bow makes it possible for the ship to sail through ice in early spring and in autumn.

Kishinev, Sovetskaya Moldaviya, 31 Dec 53

L.G. Sokolov and I.I. Kurayev, candidates for degrees at the Leningrad Institute of Water Transport Engineering, are working on the design for a special tourist steamer. The new ship is to be fast and easy handling, with accommodations for 300-400 tourists. It is expected that such ships for tourists will operate on the Leningrad-Petrozavodsk and Leningrad-Baltic seashore routes.

Moscow, Ogonek, No 2, Jan 54

The diesel-electric icebreaker Kapitan Belousov, recently launched in Helsinki, has a length of 83.16 meters, a beam of 19.4 meters, a 5,360-ton displacement, a 10,500-horsepower propulsion engine, and a top speed of 16.5 knots.

Tallin, Sovetskaya Estoniya, 28 Nov 53

The Estonian fishing fleet has added four new trawlers. These ships are designed for use in waters 40 and more meters deep, and their high stability allows them to carry on fishing operations in heavy seas. The ships are powered by diesel engines and have considerable speed and maneuverability. They are equipped with the latest navigational and steering apparatus. The trawl is raised and lowered by a diesel-powered winch.

Petrozavodsk, Leninskoye Znamya, 13 Jan 54

Three new electric portal cranes have been installed in the port at Krasnovodsk.

SHIP REPAIR AND INDUSTRIAL ACTIVITIES -- Riga, Sovetskaya Latvija, 3 Jan 54

I. Nodel'man, Chief of the Planning and Production Department of the Riga Machine Building Plant, Ministry of Maritime and River Fleet, reports that all shops of the plant are introducing new methods of work. Especially active in this process are the metal working shop, the assembly shop, and the foundry.

Moscow, Komsomol'skaya Pravda, 30 Dec 53

The workers of the river port at Gor'kiy are working to complete repairs on the floating crane Leningrad.

Petrozavodsk, Leninskoye Znamya, 5 Jan 54

The river workers at the Petrozavodsk wharf are repairing ships this year without the aid of shipyards. Of 30 ships they are repairing, 15 have already been completed.

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Moscow, Vechernyaya Moskva, 14 Jan 54

The Khlebnikovo Ship Repair Shops of the Moscow-Volga Steamship Line have grown with the increase in traffic on the Canal imeni Moskva. The fuel systems are produced in the shops for use in internal combustion engines throughout the country.

The shops have been carrying out current and capital repairs on river passenger vessels for several years. Accordingly, the shops have been redesignated as the Khlebnikovo Ship Repair Yard by order of the Ministry of Maritime and River Fleet.

Alma-Ata, Kazakhstanskaya Pravda, 16 Jan 54

The Aral'sk Ship Repair Yard is becoming experienced in the preparation of bimetallic parts. Heated cast-iron or steel parts are placed on a special machine which rotates them at high speed. The combination of centrifugal force and heat fuses a coating of applied bronze to the part.

The parts are as durable as bronze and have equal operational qualities, and the process allows the yard to save considerable quantities of nonferrous metals. As a result of this and other new processes, the yard was able to save about 70,000 rubles during 1953.

Riga, Sovetskaya Latvija, 20 Jan 54

The workers at the Yelgava Ship Repair Shops are preparing vessels for navigation in the coming season.

Eight of the ships located at the shops are being repaired by their own crews, while the shop workers are repairing the passenger ships S/S Venta and the tug Yurniyeks.

Leningrad, Leningradskaya Pravda, 29 Dec 53

The industrial enterprises of the river fleet are completing preparations for the 1954 navigation season as quickly as possible.

The ship repair shops of Leningrad river port have completed work on the S/S Sotsializm, S/S Bobruysk, and S/S Kolyma. The shops have, in addition, accepted the S/S Pechora for repairs.

Frunze, Sovetskaya Kirgiziya, 23 Jan 54

The Shatilkovskiy Shipyard plays an important role in the economy of the Ukraine. The yard has produced six two-story landing stages, which are located at passenger stations in Kiev, and has sent a similar one to Kakhovka. During the past few years, the yard has produced dozens of ships for service in the Ukraine.

VESSEL LOCATIONS AND TRAFFIC -- Tallin, Sovetskaya Estoniya, 18 Dec 53

During 1953, a diesel icebreaker of original design, the Ivan Vazov, has been operating on the Tsimlyanskaya Reservoir. During the navigation season, the ship was used for towing heavy timber rafts and barges. Navigation on the Volga-Don Canal ended some time ago, but the Ivan Vazov continues to sail through heavy ice on the reservoir.

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Kishinev, Sovetskaya Moldaviya, 31 Dec 53

Passenger vessels (including the M/V Ukraina) are continuing to operate during the winter on the Odessa-Batumi line. The ships are spending a longer time in each port (Sukhumi, Sochi, Tuapse, and others) so that passengers may have an opportunity to visit these cities.

Moscow, Krasnaya Zvezda, 17 Feb 54

Two ships of the Kamchatka-Chukotsk Steamship Company, the Aral'sk and the Blagoveshchensk, sailed from Odessa early in January for Kamchatka.

Tashkent, Pravda Vostoka, 16 Jan 54

The S/S Lomonosov, S/S Chkalov, and M/V Kutuzov are sailing on the Amu-Dar'ya River delivering freight to kolkhozes and MTS in Tadzhikistan.

Moscow, Vodnyy Transport, 16 Jan 54

The M/V Ukraina, operating on the Crimea-Caucasus passenger line, made one of the first voyages of 1954 on the Black Sea.

Many ships from the Northern Steamship Company are operating in ice-free areas such as the Black and Baltic seas during the winter. Among them are the S/S Molotov, S/S Vytegra, S/S Sergey Kirov, and S/S Pravda.

Moscow, Vodnyy Transport, 4 Feb 54

The dredges Sormovskiy-2, Sormovskiy-1, Severo-Dvinskiy No 26 are operating with the Kotlass Technical Section of the Northern Basin Route Administration.

Moscow, Vodnyy Transport, 6 Feb 54

The icebreaker I. Stalin is operating in Far Eastern waters.

Moscow, Pravda, 13 Mar 54

The cargo-passenger ship S/S Yakutiya is underway from Korsakov (Sakhalin) to Vladivostok.

Yerevan, Kommunist, 27 Dec 53

The S/S Ivan Polzunov recently delivered 5,000 cubic meters of construction timber to Izmail from Arkhangel'sk.

SOVIET VESSELS IN FOREIGN WATER -- Moscow, Vodnyy Transport, 6 Feb 54

The M/V Akademik Krylov of the Baltic Steamship Company sailed from its home port, Leningrad, on 19 January 1952 and has not yet returned. During the past 2 years, the ship has sailed over 70,000 miles through the Indian and Atlantic oceans and the Black and Mediterranean seas. On its last trip, the ship brought consumer goods from Tsingtao to Norvorossiysk.

On 30 January, the tanker Volga-Don reached the whaling flotilla Slava in the antarctic at latitude 50 south.

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The M/V Apsheron has arrived in Argentina. At its first stop San Martin, visitors were allowed to visit the ship, and the ship's crew visited the Soviet Citizens' Club in Rosario.

After taking on cargo, the ship sailed for Buenos Aires.

Moscow, Vodnyy Transport, 16 Jan 54

In accordance with the recent trade agreement between the USSR and Argentina, the M/V Apsheron recently sailed from Ventspils for South America to visit Santa Fe and other ports.

The S/S Omsk is returning to the USSR after a voyage to Italy, which included stops at Naples and Genoa.

Moscow, Moskovskaya Pravda, 25 Dec 53

The tanker Tuapse radioed from Antarctica that it rendezvoused with the whaling flotilla Slava in antarctic waters on the night of 21-22 December. The tanker transferred thousands of tons of fuel, food, equipment, books, mail, etc., to the flotilla's processing ship.

SOVIET FISHING FLEET ACTIVITIES -- Riga, Sovetskaya Latvija, 8 Jan 54

The motorized fishing stations of Primor'ye are increasing the size of their fishing fleets by the addition of all-metal, ocean-going seiners. These ships are highly stable craft and have a long cruising range.

Each vessel is equipped with radio, electric lighting systems, and mechanical gear for handling the bottom seines and nets.

Moscow, Izvestiya, 27 Mar 54

The Far Eastern crabbing fleet has begun operations. The crab-processing ships Anastas Mikoyan, Menzhinskiy, and Vsevolod Sibirtsev have all put to sea.

The Anastas Mikoyan, which dropped its traps off the Sakhalin coast, reported that 250 cases (yashchik) of crabs were processed the first day and 304 cases, the second day.

Moscow, Vodnyy Transport, 19 Dec 53

The Mangaliyskaya Shipyard of Glavlatrybprom (Main Administration of the Latvian Fishing Industry) is one of the newest and most rapidly expanding enterprises of the Baltic area. The yard is now completing the final three seagoing motorboats of their 1953 plan. These boats will be used by the Mersragskaya Motorized Fishing Station.

ADMINISTRATION OF STEAMSHIP LINES -- Moscow, Moskovskaya Pravda, 15 Dec 53

"MOSRECHTEK," the Moscow freight transport and forwarding office of the Moscow-Volga Steamship Line, is concluding 1954 contracts for river shipments of express freight from Moscow's north, south, and west ports to all ports and stations on the Moscow, Kama, Belaya, Vyatka, Neva, Sheksna, Oka, and Volga rivers and on the Moscow and Volga-Don canals.

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These contracts provide that dispatched freight will be delivered to the port of departure and from the port of receipt to the client's warehouse by trucks of "MOSRECHTEK."

Address all inquiries to Moscow, Leningradskoye Shosse 1/3. -- Advertisement

Moscow, Sovetskiy Sport, 30 Jan 54

The headquarters of the Volga Freight Steamship Line are located in Kuybyshev on the banks of the Volga and Samara rivers.

Moscow, Vodnyy Transport, 26 Jan 54

B. Khabur has been named as a deputy chief of the Far Eastern Steamship Company.

Moscow, Krasnaya Zvezda, 27 Jan 54

Makarenko (fnu) has been named chief of the Far Eastern Steamship Company, and Dudorov (fnu) has been named chief of the political section of the company.

Moscow, Morskoy i Rechnoy Flot, No 1, Jan 54

Fedotov (fnu) is now chief of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding).

1953 PLAN FULFILLMENT -- Riga, Sovetskaya Latvija, 15 Dec 53

The whaling flotilla Aleut, now at Vladivostok, fulfilled its 1953 plan by 127 percent, returning 10 million rubles' profit above the plan.

Kiev, Pravda Ukrainy, 7 Jan 54

The Danube Steamship Company fulfilled the 1953 navigational plan, saved 1,527 tons of fuel, and 39,309 kilograms of lubricating oil. The plan for lowering the cost of transport was more than fulfilled, resulting in a saving of 3.3 million rubles.

Moscow, Vodnyy Transport, 31 Dec 53

The Yenisey Steamship Line has fulfilled the 1953 transport plan, exceeding the plan for transport of consumer goods.

In 1954, many new passenger landing stages will be built along the Yenisey River, so that every river station will have one.

PERSONNEL PAY AND TRAINING -- Moscow, Vodnyy Transport, 30 Jan 54

In 1953, the workers of the Northern Maritime Steamship Company were paid over 1,300,000 rubles in bonuses.

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Kishinev, Sovetskaya Moldaviya, 31 Dec 53

At the end of February 1954, the Leningrad Institute of Water Transport Engineering will graduate ship construction engineers for the first time.

Moscow, Vodnyy Transport, 23 Jan 54

The Moscow River Technical Institute has graduated about 1,500 specialists during its 20 years of operation.

Moscow, Vodnyy Transport, 26 Jan 54

During its 10 years of operation, the Zhdanov Marine School has graduated about 2,000 seamen, firemen, enginemen, and machinists.

TRAFFIC VOLUME INCREASES -- Petrozavodsk, Leninskoye Znamya, 13 Jan 54

By 1 April 1954, 1 1/2 million tons of ocean-going freight will be delivered above the amount delivered by 1 April 1953.

Moscow, Vodnyy Transport, 4 Feb 54

The following figures indicate the growth of barge pushing in the USSR:

1951 -- 48 test voyages
1952 -- 864 voyages
1953 -- 3,723 voyages

PERFORMANCE OF THE M/V DMITRIY DONSKOY -- Moscow, Vodnyy Transport, 11 Feb 54

The M/V Dmitriy Donskoy reports that on 10 January, while at sea, it was sailing at 11.2 knots, and its engine operated at 4,269 indicated horsepower and 96 revolutions per minute. The vessel was burning 15.2 tons of fuel per 24 hours during this period. The maximum power of the ship's propulsion engine is 5,000 horsepower.

PORT FACILITIES AT KLAYPEDA -- Vil'nyus, Sovetskaya Litva, 15 Dec 53

Ninety percent of the cargo passing through the maritime port of Klaypeda is handled by mechanical equipment. This fact, plus the efforts of the port workers, allows cargo to be handled very rapidly. For example, 4,000 cubic meters of timber is unloaded in 42-44 hours as compared to the norm of 68 hours.

ICE FORMS IN ODESSA -- Kiev, Pravda Ukrainy, 13 Jan 54

For the first time since 1950, ice has formed in the harbor of Odessa. Ships have been moving in and out of the port with the aid of icebreakers of the Kakhovka and Merkuriy types.

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756.111	N
756.511	N
8-11/743.416	N
783.36	N
103.683	N
756.13	N
756.192	N
4-5/743.415	N
756.15	339N
728.3	N
672.6	317N
756.01	N
756.543	432N
756.534	16N
743.43	N
756.543	35M
756.134	317N
743.43	35M
756.17	N
756.571	N(CL)(D)
756.71	N(IH)(II)
756.571	D(N)
756.56	N
756.561	N
756.517	N
756.172	N
756.575	N
756.531	N
756.545	45M
621.315	544N

